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FOR THE YEAR 1903.



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DIPLOMATIC AND CONSULAR REPORTS.

CHINA.

REPORT FOR THE YEAR 1903

ON THE

TRADE OF CANTON.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2985.

*Presented to both Houses of Parliament by Command of His Majesty,
SEPTEMBER, 1904.*

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1904.

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Reference to previous Report, Annual Series No. 2985.

Report on the Trade of Canton for the Year 1903

By MR. ACTING CONSUL-GENERAL C. W. CAMPBELL.

(Canton, July 6, 1904; received at Foreign Office, August 13, 1904.)

The trade of Canton in 1903, as reported in the returns of the Imperial Maritime Customs, shows a remarkable increase on that of 1902, which was a record year. The values are :—

Year.	Exchange at—	Value.	
		Currency.	Sterling.
	<i>s. d.</i>	Haikuan taels.	£
1903	2 7 $\frac{3}{4}$	110,559,826	14,568,560
1902	2 7 $\frac{1}{2}$	79,744,707	10,366,812

The average value for the period 1898–1902* was 60,080,000 Haikuan taels (8,634,000*l.*).

The comparative increase can be shown graphically in silver and gold currency as follows :—

Year.	Increase.	
	Currency.	Sterling.
	Haikuan taels.	£
Average, five years 1898–1902	100	100
1902	132	119
1903	184	169

While there is no doubt that there has been a substantial increase in the volume of trade, it is certain that it has not actually progressed

* The rates of exchange of the Haikuan tael adopted in the calculations in this report are : 1898, 2*s.* 10 $\frac{3}{4}$ *d.* ; 1899, 3*s.* 1 $\frac{1}{4}$ *d.* ; 1900, 2*s.* 11 $\frac{1}{2}$ *d.* ; 1901, 2*s.* 11 $\frac{1}{2}$ *d.* ; 1902, 2*s.* 7 $\frac{3}{4}$ *d.* ; 1903, 2*s.* 7 $\frac{3}{4}$ *d.*

to the extent implied by the above figures. In accordance with Article 6 of the Final Protocol of 1901 the native customs stations within 17 miles (50 li) of the port are being brought under the control of the Imperial Maritime Customs, and the change has driven many, who found it to their interest to freight native junks, to transfer their goods to steamers; and it must be borne in mind that there is still a large trade by native craft plying between Canton, Hong-Kong and Macao, which does not appear in the customs returns, and with the equality of treatment introduced by the Imperial Maritime Customs, it is probable that more and more of this trade will gravitate to steamers and swell the published figures.

In an examination of the trade of Canton it is necessary to take some account of the statistics published by the Imperial Maritime Customs of Lappa, Kowloon, Samshui, Kongmoon and Kumchuk, none of which form the subject of a separate Consular report. The total values reported from these five stations are:—

Trade of
delta ports.
Lappa
(Macao),
Kowloon,
Samshui,
Kongmoon,
Kumchuk.

Year.	Exchange at—	Value.	
		Currency.	Sterling.
	<i>s. d.</i>	Haikuan taels.	£
1903	2 7 $\frac{3}{4}$	66,567,177	8,771,612
1902	2 7 $\frac{1}{2}$	68,541,233	8,910,360

The average total value for the period 1898–1902 was 67,450,000 Haikuan taels (9,779,000£.).

Total trade
of Canton
delta.

The total trade of the Canton delta, so far as it came under the cognisance of the Imperial Maritime Customs, can consequently be expressed in the following values:—

	Value.	
	Currency.	Sterling.
	Haikuan taels.	£
1903	177,127,003	23,340,172
1902	148,285,940	19,277,172
Average, five years 1898–1902	127,520,000	18,413,000

The comparative increase can be stated more shortly :—

Year.	Increase.	
	Currency.	Sterling.
	Haikuan taels.	£
Average, five years 1898-1902	100	100
1902	116	105
1903	139	127

According to the customs statistics, therefore, the delta is responsible for one-fifth (20·9 per cent.) of the aggregate of the maritime commerce of China, for one-eighth (12·6 per cent.) of the total customs revenue, and for one-tenth (10 per cent.) of the total foreign tonnage plying to and on the China coast. Important share of delta trade in maritime commerce of China.

The total steam tonnage entered was 2,589,900 tons, an increase of 450,000 tons, or 21 per cent., over that of 1902. The British share of this was 1,921,130 tons, an advance of 250,000 tons, or 15 per cent., over the record of the previous year. Excluding Chinese steamers, the following percentages represent the shares of the principal flags in the foreign steam shipping of the port :— Shipping. Steamers.

Flags.	Percentages.			Shares of principal flags.
	Average, Five Years 1898-1902.	1902.	1903.	
British	89·9	85·5	80·9	
French	1·2	3·8	7·7	
German	6·3	7	6	
Swedish and Norwegian	1·6	2·2	4·4	
Japanese	0·3	0·5	0·6	

The increase of British tonnage was partly due to the rice famine in Kwangsi in the early months of 1903, a number of steamers, chiefly British, being employed to carry rice from the Yangtse ports, and partly to an improved river service between Hong-Kong and Canton. Two large new river steamers in place of two small ones account for the advance of French steam tonnage in the returns.

The British sail tonnage entered was only 804 tons out of a total of 18,889 tons. Sailing vessels.

The navigation of inland waters by steam launches and small steamers continues to increase. Of the total foreign tonnage entered in 1903, 70 per cent. was British and 27 per cent. French. Most of the British launches are owned by Hong-Kong Chinese, who form companies under the Hong-Kong ordinances. Inland navigation.

Foreign
imports.

Foreign imports have advanced with the general increase of the trade ; 98 per cent. of them arrived through Hong-Kong, which is really the deep-water port of Canton. The improved demand is partly due to the high prices ruling for materials of native make, which have forced consumers to seek cheaper substitutes from abroad :—

Year.	Value.	
	Currency.	Sterling.
Average, five years, 1898-1902	Haikuan taels. 14,500,000	£ 2,115,000
1902	16,504,924	2,145,640
1903	23,633,179	3,113,671

The comparative percentages are :—

Year.	Percentage.	
	Currency.	Sterling.
Average, five years 1898-1902	Haikuan taels. 100	£ 100
1902	114	102
1903	163	147

For details I must refer the reader to the comparative table of imports, and to the figures of quantities there given I would add the following short notes, which are based on information supplied to me by prominent British merchants.

Cotton goods

The large increases in grey shirtings, T-cloths, British drills, chintzes, &c., result in great measure from the higher cost of native fabrics (due to higher wages and higher cost of living generally) which has stimulated imports. The percentages are :—

	Percentage.		
	Average, Five Years 1898-1902.	1902.	1903.
Shirtings, grey	100	119	158
T-cloths	100	108	143
Drills, British	100	142	224
Chintzes, &c.	100	74	183

The demand for handkerchiefs, socks, towels, crimp cloths and similar cheap articles is increasing. Lenos, which formerly

came by junk from Hong-Kong, are now imported by steamer. Cotton flannel is displacing the Japanese article to some extent owing to lower cost. Indian yarn still advances because of its comparative cheapness.

Here again the increased importation of opium is attributable to the high price of the native drug ruling in 1903. Opium.

There is an increased demand for fancy buttons, clocks, umbrellas and foreign fancy goods. Cement is largely used in connection with new works in and around Canton, and especially on the new railway. Cigarettes and cigars are pushed by the British and American Tobacco Company with some success. The increased number of steam filatures, steam launches, &c., requiring coal must stimulate the import. There is a small decrease in the figures for foreign flour, but I am assured that this must be accidental; the demand is steadily increasing. General merchandise.

Indiarubber shoes have rapidly come into favour with the lower classes. The figures for the last five years are :— Indiarubber shoes.

Year.	Number of Pairs.
1899	8,761
1900	20,364
1901	14,742
1902	42,552
1903	234,496

Sumatra kerosene gained in 1903 largely at the expense of the Russian. The American oil seems to hold its position in spite of the geographical advantages of the Sumatra wells. Kerosene.

Foreign unsized and uncalendered paper has practically taken the place of the native article on account of its cheapness. Here again the rise in wages and local cost of living has made the manufacture of native paper unprofitable. The import is chiefly German and Austro-Hungarian. Paper.

I am informed that the substantial increase in wines and spirits is partly due to the use of foreign liquors by the well-to-do Cantonese. Wines and spirits.

There is a substantial increase in the export figures, due in part to certain goods, which were formerly exported by native craft, being now shipped by steamer. The total values are as below :— Total exports.

Year.	Value.	
	Currency.	Sterling.
	Haikuan taels.	£
Average, five years 1898-1902	26,980,000	3,864,707
1902	39,490,965	5,133,825
1903	48,700,516	6,417,307

Foreign
exports.

Of these amounts a portion represents exports to Chinese ports. The values of the foreign exports, all of which were shipped through Hong-Kong, are as follows :—

Year.	Value.	
	Currency.	Sterling.
Average, five years 1898-1902	Haikuan taels.	£
1902	24,340,000	3,483,024
1903	36,614,264	4,759,854
1903	44,634,304	5,881,582

Or in comparative figures :—

Year.	Percentage.	
	Currency.	Sterling.
Average, five years 1898-1902	Haikuan taels.	£
1902	100	100
1903	150	136
1903	183	168

Silk.

Silk, the staple export, represents three-quarters of the whole value of the foreign exports. The total quantities of all silk goods shipped abroad were :—

Year.	Quantity.
	Cwts.
1899	21,058
1900	48,744
1901	63,803
1902	91,420
1903	98,925

As regards the silk trade generally in 1903 I am indebted to a leading British merchant for the following summary :—

“ At the commencement of 1903 Canton raw silks were in very good demand, both Europe and America showing considerable activity. Prices were then high, and for the sake of comparison I quote the below standard grades on January 1, 1903 :—

	Price per Picul.
	Dollars.
No. 1 filature, 9 to 11 deniers	1,150
“ “ 11 “ 13 “	1,120
“ “ 13 “ 15 “	1,080
Best No. 3 filature, 11 to 13 deniers ..	945

"At that time exchange ruled at about 2.05 fr. for six-month Paris drafts, and 1s. 7½d. for six-month London credits.

"By the end of March prices had receded about 50 dol. per picul, exchange remaining stationary. Business revived, however, in the first week of May and prices improved 25 dol. per picul.

"The early crops proved to be of average quantity and quality, and the market remained practically unchanged with a fair regular demand until about July 15, when, exchange rising, the dollar price of silks was forced down proportionately. On August 8, with exchange at 2.31 fr. for six-month Paris drafts, and 1s. 10d. for six-month London credits, standard quotations were :—

	Price per Picul.	
	Dollars.	
No. 1 filature, 9 to 11 deniers	990	
" " 11 " 13 "	930	
" " 13 " 15 "	880	
Best No. 3 filature, 11 to 13 deniers ..	860	

On September 5 the dollar prices remained unchanged, but the rise of exchange to 2.42 fr. and 1s. 11d. for six-month drafts on Paris and London respectively shows that the situation at home was slightly improved.

"From September to the end of the year exchange fell gradually and dollar prices also receded, recording an unmistakable collapse in both European and American home trade, and on the last day of the year the standard quotations were :—

	Price per Picul.	
	Dollars.	
No. 1 filature, 9 to 11 deniers	930	
" " 11 " 13 "	900	
" " 13 " 15 "	875	
Best No. 3 filature, 11 to 13 deniers ..	810	

"Combined with exchange at 2.21 fr. for six-month Paris drafts, and 1s. 9½d. for six-month London credits.

"Thus the year 1903, closing as it did with lower lay-down cost prices at home of raw silk, must have proved more or less unremunerative to exporters and to the trade generally.

"Waste silk.—A general good demand existed for all wastes during 1903, and prices fluctuated more or less in sympathy with the raw silk market and the rates of exchange."

- Tea. A British tea merchant has very kindly supplied me with the following observations on the tea season of 1903 :—
- “ For the first time for many years the export of tea has not fallen below that of the preceding year. During 1903 the quality of scented caper (the principal branch of the trade) was extremely poor, and in spite of the very high prices ruling throughout the season, the quantity was barely enough to meet the demand. The shrinkage is attributed to the steadily diminishing demand in England (the only country where this kind of tea has ever been used), preference being given to Ceylon growths. Scented orange pekoes have almost entirely gone out of consumption, the export being one-sixteenth part of that of 1893. The same may be said of Congous. Kooloo alone seems to have maintained its position. This branch of the trade is almost entirely in the hands of Chinese, who ship it to places where their own nationals dwell.”
- Cassia. The crop of cassia was fair and demand good, but the increased figures are no doubt partly attributable to the transference of shipments from junks to steamers.
- Chinaware. The foreign trade in chinaware was really slightly below the figures of 1902, owing to higher prime cost and to the difficulty of obtaining supplies from the potteries in the first half of the year. However, the returns do not properly represent this export, because the bulk of Chinese cargo, which is largely for Asiatic countries, is shipped in native craft.
- Eggs. The demand largely responsible for the increased export of eggs comes from Manila.
- Fans and fire-crackers. The bulk of fans and fire-crackers were formerly shipped by junk, now by steamer.
- Glass bangles. The demand for glass bangles comes from Bombay and Asiatic markets.
- Human hair. I understand that the increased demand for human hair has come from France and Germany. A little goes to the United Kingdom and the United States.
- Jadestone ware. Peking and North China are responsible for the advance in the export of jadestone ware.
- Matting. The principal market for Canton mattings is America, and the 1903 season is one of the largest on record. Prices ruled high and qualities fell in consequence ; organised labour troubles at Lin tan, where the best grades are made, affected the trade very prejudicially and brought serious complaints from foreign purchasers.
- Shoes and boots. There is a large demand for shoes and boots from Indo-China.
- Sugar. The shortage in brown sugar is due to a small demand from Japan. As regards cane sugar, good prices ruled in North China, and the market was better in consequence.
- Tobacco. The figures given do not represent the real tobacco export. The bulk was shipped by junk, and there was really a larger export in 1903 than in 1902.
- Railways. Little progress has been made with the railway concessions which were granted four to five years ago.

The preliminary contract for the Canton-Kowloon Railway dates back to the early part of 1899, but there the matter still rests.

Canton-Kowloon Railway.

Beyond a few miles of earth embankment nothing was done at this end towards the construction of the Canton-Hankow trunk line.

Canton-Hankow trunk line.

The local railway from Shek-wai-Tong (on the river bank, a mile south-west of the Shamien Concession) to Samshui was officially opened as far as Fatshan (13 miles) on November 15, 1903, and regular passenger traffic between Fatshan and Canton commenced on December 10.

Canton-Samshui branch line.

My acquaintance with the trade of Canton in 1903 is slight (I took charge of the Consulate-General on December 18), and the published statistics contain no returns of origin and final destination; however, there seems to be no reason to doubt that British trade is holding its own fairly well.

British trade appears to be holding its position.

There was some grumbling with regard to the competition of a couple of new steamers plying between Hong-Kong and Canton, which are said to be assisted by a subsidy from the Government of Indo-China, yet the tonnage of British shipping entered in 1903 was still 74 per cent. of the whole. The British predominance of 30 or 40 years ago has gone of course, as it was bound to go so soon as other nationals became alive to the advantages of transacting their business directly, and banking and other facilities enabled them to do so on favourable terms. And no doubt the long-continued contempt of the old China merchant for anything except the lucrative staples cleared the way considerably for the new competitors. But the British firm of to-day has little to learn from Continental or American rivals, and I have yet to come across the Consul who can teach him anything of practical commercial value. With the abundance of Chambers of Commerce existing along the China coast it would indeed be strange if the discovery of a real "new opening to British trade" fell to the modern Consular officer. I can only hazard, with diffidence, a suggestion or two based on some observation of the methods of traders at this and other treaty ports.

Competition of steamers alleged to be subsidised.

British firms little to learn from competitors or Consuls.

It is a remarkable fact that in Canton, the history of whose intercourse with foreign merchants is almost secular, there is not a single member of an important foreign firm who can converse with a native in decent Cantonese, or who can attempt to check a simple correspondence in Chinese writing. Throughout South China it is a rule, with few exceptions as far as I know, that no mercantile employee is expected to make any serious acquaintance with the speech of the people. It is not altogether that a knowledge of the spoken and written languages sufficient to carry on ordinary business transactions is difficult of attainment. It has been and is the custom to consider such a knowledge unprofitable because it is apt to pin a man down to the district where his acquirements are useful; and again, the compradore system, whereby all transactions are made through a Chinese intermediary, who more or less guarantees

Competent knowledge of Chinese language should be more widely encouraged amongst British merchants.

the credit of the Chinese party to a contract, is convenient and safe, and does away with the necessity of an intimate "knowledge of the country-side." It is evident that such a system must tie the merchants' hands. He is largely what his *compradore* or *compradores* make him, or wish him to be, and he has little power as a merchant to be anything else.

Compradore system becoming out-of-date.

I am persuaded that the specialisation of trade must make this system in its present form impossible, and that a judicious encouragement of the acquisition of a working knowledge of Chinese should enter more largely than it does into the regular policy of British firms. In support of this view I can point to the success which of late years has followed the employment of foreign travelling agents, possessing Chinese knowledge, in pushing the sale of kerosene, sewing thread, soda, paper and cigarettes (to mention those articles only of which I have some personal knowledge) throughout the interior. If such inexpensive articles can bear the cost of special foreign agents, it is not unreasonable to conclude that any saleable merchandise can bear it.

Methods of pushing new wares.

Uselessness in many cases of catalogues and price lists.

I am constantly the recipient of admirable price lists and descriptive catalogues from British firms at home, which I endeavour to place to the best advantage of the senders. But in nine cases out of ten I feel the futility of this method of extending business in China. Such lists and catalogues being only in English can only be made known by the agency of British firms on the spot, and they, as a rule, have neither the special knowledge nor the staff to enable them to do this with practical effect. For instance, a firm of machine makers sent me not long ago an elaborate illustrated pamphlet, which would be sufficient perhaps to assist a European merchant with expert knowledge to extend that line of business. In Canton there are no machinery experts amongst the British merchants, and even if there were, the first step they would naturally take would be to ask the home firm to send out some working specimens of the machines to show to Chinese. It cannot be too thoroughly understood by such manufacturers that almost their only hope of establishing a footing is to send out qualified representatives with working specimens. The creation of a paying market in any novelty is a tedious process in China, and the local British merchant will not attempt the task without more inducement than a catalogue. A commercial friend, the leading representative of an old firm of standing, has pointed out to me a difficulty which actually occurred to him in such a case. He was prepared after some trouble and inquiry to risk capital and effort in pushing the wares of a British manufacturing firm, but he wished to make it one of the conditions of his assistance that he should be the sole agent in China for the purpose for a specified period. This was refused, and those wares are, I believe, still unrepresented in the Chinese market. Yet it would seem only reasonable that if a local merchant succeeds in making a market for special wares he should be allowed a fair enjoyment of it and not be liable to displacement by the home manufac-

turers for any reason and at any moment. It is all a matter of terms, no doubt, but the impression left on my mind by the facts of the case I have mentioned was that the home manufacturers did not attach sufficient value to the advantages which in China arise from the machinery of an old-established firm with a well known "chop" and a wide connection. For such they must be prepared to pay more than for similar advantages in Europe.

COMPARATIVE Table of Principal Articles of Import from Foreign Countries at the Port of Canton during the Years 1902-03, and Average for Five Years 1898-1902.

Description.		Quantity.			Increase or Decrease in 1903 compared with 1902.
		Average, Five Years 1898-1902.	1902.	1903.	
Cotton goods—					
Shirtings, grey	Pieces	96,568	115,826	152,731	+ 36,905
" white, plain	"	152,452	155,784	153,207	- 2,577
T-cloths	"	29,173	32,196	42,581	+ 10,385
Drills, British	"	7,752	11,077	17,452	+ 6,375
Chintzes, &c.	"	24,981	18,444	45,794	+ 27,350
Handkerchiefs	Dozens	30,779	24,958	33,462	+ 8,501
Towels	"	4,781	5,501	18,823	+ 13,322
" Japanese	"	30,861	58,480	60,350	+ 1,870
Lenos and balearmes, white	Pieces	...	...	14,567	...
" dyed	"	...	...	5,294	...
Cotton Italians	"	4,322	4,257	5,784	+ 4,527
" lastings	"	...	...	(?) 11,022	...
Dyed sheetings and shirtings	"	...	...	19,241	...
Cotton flannel	"	...	...	22,496	...
" Japanese	"	56,833	86,945	46,372	- 40,573
Crimp cloth	Yards	...	...	127,814	...
" Japanese	"	...	...	267,831	...
Cotton crape	Pieces	...	43,765	365,729*	...
" blankets	Pairs	4,915	5,858	(?) 18,056	...
" yarn, British	Cwts.	1,601	1,093	254	- 739
" Indian	"	56,796	122,640	124,637	+ 1,997
Woolen goods—					
Camlets, British	Pieces	5,294	5,722	6,232	+ 510
Cashmeres and merinos	Yards	...	...	184,868	...
Lastings	Pieces	818	461	888	+ 427
Spanish stripes	"	1,906	1,820	48,461*	...
Metals—					
Copper ingots and slabs	Tons	235	420	445	+ 25
Brass sheets and plates	"	...	1 ¹ / ₁₀	28	+ 28
Iron, bar	"	298	150	510	+ 360
" nail rod	"	47	73	597	+ 524
" galvanised wire	"	9	9	94	+ 85
Lead in pigs	"	422	1,926	1,728	- 198
Tin plates	"	286	1,184	1,068	- 116
Opium—					
Malwa	Cwts.	955	879	906	+ 27
Patna	"	6,256	7,910	8,913	+ 1,003
Benares	"	1,406	1,319	1,345	+ 26
Other kinds	"	...	9	91	+ 82
General merchandise—					
Betel nuts	"	6,089	10,764	5,958	- 4,806
Buttons	Gross	32,605	17,075	45,392	+ 28,317
Cement	Cwts.	6,396	10,090	43,720	+ 33,630
Cigarettes	Pieces	...	...	21,798,480	...
Cigars	"	...	...	1,457,393	...
Clocks	"	3,420	13,557	27,822	+ 14,265
Coal	Tons	45,710	49,261	86,820	+ 37,559
Cotton, raw, Indian	Cwts.	16,062	15,240	14,583	- 657
" Annam	"	182	23	178	+ 155
" other places	"	649	382	249	- 133
Electric light fittings and gear	Value £	...	...	1,794	...
Flour, wheat	Cwts.	239,892	285,284	273,282	- 12,002
Glass, window	Boxes	11,418	13,724	12,120	- 1,604
Indiarubber shoes	Pairs	18,621	42,552	234,496	+ 191,944
Matches, Japanese	Gross	982,297	1,094,158	1,218,398	+ 124,240
Kerosene, American	Gallons	1,690,005	3,385,373	4,032,320	+ 646,947
" Russian	"	1,361,354	1,858,575	618,600	- 1,239,975
" Sumatran	"	...	537,170	1,665,339	+ 1,128,169
" Sumatran, in bulk	"	2,106,777	3,631,475	4,404,038	+ 722,563
Paper, uncalendered and unsized	Cwts.	15,156	41,506	137,341	+ 103,626
" other kinds	"	...	...	7,791	...
Sugar, brown	"	3,569	8,378	14,730	+ 6,352
" white	"	50,285	139,871	185,077	+ 45,206
" refined	"	31,649	56,711	39,275	- 17,436
" candy	"	2,958	2,702	6,744	+ 4,042
Tea, black and green	"	2,435	2,941	4,104	+ 1,163
Umbrellas, European	Pieces	3,680	2,060	14,732	+ 12,672
" Japanese	"	4,809	10,217	11,919	+ 1,702
Wines and spirits	Value £	4,703	4,754	13,775	+ 9,021
Beer and porter	"	1,315	1,543	3,698	+ 2,155

* Yards.

COMPARATIVE Table of Principal Articles of Export to Foreign Countries and Chinese Ports from the Port of Canton during the Years 1902-03, and Average for Five Years 1898-1902.

Description.		Quantity.			Increase or Decrease in 1903 compared with 1902.
		Average, Five Years 1898-1902.	1902.	1903.	
Bags, gunny	Pieces ...	646,423	1,365,521	1,260,542	- 104,979
Beans... ..	Cwts. ...	183,948	260,686	216,470	- 44,216
Books, printed	" ...	1,405	1,497	3,123	+ 1,626
Bristles	" ...	1,636	4,399	6,313	+ 1,914
Buttons, brass	" ...	4,593	5,208	5,907	+ 699
Cassia lignea	" ...	15,655	58,857	65,751	+ 6,894
" buds	" ...	576	1,292	1,861	+ 569
" twigs	" ...	11,046	13,513	15,534	+ 2,321
" bark	" ...	5,317	11,575	29,675	+ 18,100
China ware	" ...	8,946	9,124	10,377	+ 1,253
Clothing, silk	" ...	245	338	413	+ 105
Eggs	Pieces ...	18,770,567	19,308,992	23,735,780	+ 4,426,873
Fans	" ...	3,047,590	7,312,986	13,222,104	+ 5,909,118
Fire-crackers and fireworks	Cwts. ...	9,461	20,810	38,539	+ 17,719
Fruit, fresh	" ...	40,081	57,514	48,918	- 8,596
Furniture	Pieces ...	17,613	11,617	16,903	+ 2,286
Garlic	Cwts. ...	61,756	73,515	61,355	- 12,160
Ginger, fresh	" ...	48,909	41,491	38,500	- 2,991
Glass bangles	" ...	16,843	22,398	18,527	- 3,871
" decorated	Pairs ...	1,704,568	2,251,767	3,462,520	+ 1,211,053
Glass or vitrified ware ...	Cwts. ...	3,875	4,518	4,609	+ 91
Goldware	Ozs. ...	1,817	1,837	1,815	- 22
Grass-cloth	Cwts. ...	708	642	776	+ 134
Hair, human	" ...	1,594	1,769	2,129	+ 360
Horns, deer (young) ...	Pairs ...	836	893	797	- 96
Jadestone ware	Pieces ...	141,886	47,842	267,317	+ 119,475
Joss-sticks	Cwts. ...	5,950	9,417	15,684	+ 6,277
Lichees, dried	" ...	25,238	16,552	16,613	+ 61
Lung-ngans	" ...	19,908	29,492	22,727	- 6,765
Mats, straw	Pieces ...	1,233,784	1,398,049	1,472,867	+ 74,818
Matting	Rolls ...	150,805	260,145	467,276	+ 207,131
Meats, dried and preserved	Cwts. ...	4,686	3,517	4,388	+ 871
Medicines	" ...	24,665	26,426	26,203	- 223
Paper	" ...	16,908	20,538	24,631	+ 4,093
Rice ... ..	" ...	...	...	23,471	...
Shoes and boots	Pairs ...	64,272	77,781	106,310	+ 28,559
Silk—					
Raw, white	Cwts. ...	1,027	1,238	1,676	+ 428
" yellow	" ...	357	242	28	- 214
" wild	" ...	539	1,110	1,302	+ 192
" steam filature ...	" ...	39,963	43,412	39,644	- 3,768
Cocoons, whole	" ...	684	2,624	3,885	+ 1,261
" pierced	" ...	149	388	210	- 178
Refuse	" ...	13,299	33,599	40,730	+ 7,131
Piece-goods	" ...	6,414	10,244	10,708	+ 464
Embroidery	" ...	269	345	371	+ 26
And cotton mixtures ...	" ...	1,311	1,678	1,395	- 283
Thread	" ...	174	193	305	+ 112
Ribbons	" ...	356	321	451	+ 120
And hemp mixtures ...	" ...	18	56	82	+ 26
Silverware	" ...	98	135	169	+ 34
Sugar—					
Brown	" ...	173,213	148,214	67,936	- 80,278
Cane	" ...	21,607	33,101	58,485	+ 25,384
Tea—					
Black	" ...	13,974	27,303	30,996	+ 3,693
Green	" ...	128	506	638	+ 132
Tobacco	" ...	50,752	45,462	44,618	- 844
Vegetables	" ...	127,211	145,326	142,691	- 2,635

RETURN of Shipping at the Port of Canton during the Years
1902-03, and Average for Five Years 1898-1902.

(1) STEAMERS—ENTERED.

Nationality.	Average, Five Years 1898-1902.		1902.		1903.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	1,816	1,592,768	2,010	1,667,251	2,007	1,921,130
French	75	21,067	252	74,048	433	183,435
German	103	106,977	123	135,962	127	143,502
Swedish and Nor- wegian	31	27,064	48	43,581	103	104,749
Japanese	6	5,924	10	10,541	11	14,547
Danish	1	536	2	2,684	4	4,343
Russian	1	944	3	3,635	4	3,830
Austro-Hungarian	1	263	..	..	3	1,854
Portuguese ..	4	302	7	860	2	247
Italian .. ..	..	..	..	..	1	200
American	10	8,768	9	8,254	..	..
Dutch	1	667	3	3,335	..	..
Total (including Chinese) ..	3,429	1,889,552	3,053	2,139,424	3,958	2,589,900

(2) SAILING VESSELS—ENTERED.

Nationality.	Average, Five Years 1898-1902.		1902.		1903.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	63	7,983	31	1,643	10	804
American	16	1,666	61	6,505	67	7,350
French	6	577	2	296	49	5,479
German	17	2,273	47	7,589	33	3,763
Japanese	1	7	2	37	..	..
Chinese	2	328	8	1,500	9	1,800
Total	105	12,834	151	17,570	168	19,196

(3) STEAM Launches (under Inland Steam Navigation Rules)—
Entered.

Nationality.	Average, Three Years 1900-1902.		1902.		1903.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage
British	13,306	295,846	7,010	109,190	18,474	330,940
American	42	690	..	..	748	8,954
German	707	12,754	729	9,342	512	5,416
French	3,916	58,476	2,866	33,670	8,384	130,128
Chinese	51,892	1,192,616	57,403	1,480,817	46,638	1,329,742
Total	69,863	1,560,382	68,008	1,633,019	74,756	1,805,180

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